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DIRTBIKE

YELLOW FEVER!

ELLIOTT BANKS-BROWNE'S
RETURN TO SUZUKI

BEAST FROM THE EAST!

THE EXPLOSIVE RACING
CAREER OF AMA SX LEGEND
DAMON BRADSHAW...

dirtZone



OPEN SEASON!

RAUCOUS RACE ACTION FROM
AROUND THE GLOBE...

ARENACROSS | CODY WEBB | AMA SUPERCROSS | STEVE JAMES | SUPERENDURO

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© GARTH MILAN / RED BULL CONTENT POOL

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© NUNO LARANJEIRA

THE A TO Z OF ARENACROSS

AN ALPHABETICAL LOOK AT
THE GOOD, THE BAD AND THE UGLY OF
THE 2015 ARENACROSS TOUR...



A is for Adam (Chatfield)

After finishing fourth in both of his heat races nobody really expected 2013 Arenacross champion Adam Chatfield to turn his night around and place on the podium in the main event but that's exactly what the ASA Racing rider did by doing what he does best and knuckling down when it really counted. A solid start and 12 error-free laps ensured Chatfield finished third on the night which sets him up well for the remainder of the series. Based on that performance I wouldn't bet against Adam making another strong run for the title...

B is for Banks-Browne (Elliott)

Elliott Banks-Browne's night started badly after he collided with Geartec Suzuki team-mate Greg Crater in his first heat race and things only improved slightly in his second when he finished fifth. Unfortunately, that scorecard wasn't enough to place him directly in the main although victory in the high-pressure LCQ did put him in the 12-lap points payer. However, a second-row start and another troublesome race meant Elliott ended up a lap down in 10th at the end of it all. Expect better from EBB in Belfast and beyond





C is for Cyrille (Coulon)

Now mounted on Kawasaki machinery (although he's still very much a part of the SR75 Molson team) Cyrille Coulon had a fairly standard night – by his standards – in Manchester. By that I mean there were moments of sheer motorcycle magic punctuated by many more of total madness – like the part where he nailed the start gate in the main event. Eighth in the standings is not the way Cyrille wanted to start out the series but it's certainly no disaster either. C'est la vie!



D is for Duct Tape

Crap numbers of the night award undoubtedly goes to Rookie victor Gradie Featherstone whose team made this number nine out of a roll of black tape. An honourable mention must also go to Ashley Greedy who borrowed a Honda from the St Blazey squad after his Kawasaki crapped out. That also sported handmade numbers although they didn't look nearly so ropey...

E is for Edgar (Torronteras)

FMX fans were pumped to welcome Spanish freestyle motocross legend Edgar Torronteras back to the Arenacross tour for 2015 as there's no denying that he adds a certain something to proceedings. That said the Edgar who turned up in Manchester seemed a little subdued compared to last year and was actually outshone by the exploits of the other riders on the night although his tricks were as flawless as ever.

F is for Franklin (Nogueras)

As a last-minute fill-in for Aussie ace Daniel McCoy on the Apico Husqvarna team the Dominican Republic's Franklin Nogueras surprised many with a stunning second place finish in his second heat which ensured he transferred directly to the main event. The points payer didn't go so well for the #210 Husky pilot and he eventually finished 11th – two laps down on the winner.



HOUSE OF

We catch up with Elliott Banks-Browne as he gears up for the

With back-to-back Maxxis MX2 titles in 2012 and 2013, Elliott Banks-Browne decided it was time for a change. So he jumped ship from the HM Plant KTM team, hooked up with Dave Thorpe and Buildbase Honda and moved up to MX1.

The 2014 season started well and Elliott showed how quickly he'd adapted to the 450 when he took a shock win at the Liverpool round of the Garmin Arenacross Tour.



ELLIOTT!

2015 Arenacross Tour with Geartec Suzuki...

But injuries were to plague him – indoors and out – and the man from Bury St Edmonds spent most of the year either sat on the sidelines or playing catch-up. Victory at the final Maxxis round at Foxhill gave his fans a taste of what might have been and after signing to race in 2015 for Rob Hooper's Geartec Suzuki team Elliott's now working hard to prepare for his second season in MX1.

We caught up with him to get his thoughts on last year and what lies ahead... >>

Words by Sean Lawless

Photos by Nuno Laranjeira







THE QUIET ACHIEVER

HE'S THE HUMBLE, UNASSUMING RIDER
WHO BEAT TADDY BLAZUSIAK TO THE
2014 US ENDUROCROSS TITLE.

PLEASE BE UPSTANDING FOR
CODY WEBB...

Words and photos by Future7Media

MINIATURE



DESPITE SLIPPING OFF THE RADAR SLIGHTLY IN RECENT YEARS
THE UK MINIBIKE SCENE IS STILL GOING SURPRISINGLY STRONG...

A chilling breeze swept across the pits at Kieradan Park in Scunthorpe as a steward with a decibel meter braved the arctic like conditions to record the sound levels of every motorcycle in attendance...

This was the scene that greeted my arrival to the Bucci Moto Northern Minibike Nationals and my very first taste of the UK's minibike culture. As an 'outsider' from the wider world of full-sized motorcycle racing I found myself unsure as to what to expect from our miniature counterparts. Many questions swept through the mind, however some seemed to be more prominent than the others – like why do people love minibikes? And what makes them go racing at the Minibike nationals and the Minibike British Championship? One thing that could be certain was that I was most definitely going to find out.

As Mother Nature began her bi-polar behaviour that would see the Northern National hit by rain, sunshine, wind, sleet, hail and even a hint of snow, the racing commenced and the action was well underway with my quest for answers in full swing.

The on-track spectacle provided some insight and a reasonable amount of answers. However in order to delve deeper and to really find out where this love for minibikes derives from I asked the riders and racers that had turned up in droves to spin a few laps around the specially built Kieradan park minibike track.

The answers and explanations that were received as I delved deep into the minds of several different members of the minibike brotherhood were incredibly intriguing, mostly due to the fact that every answer given was built upon one central theme – fun and enjoyment.

The question – why do you choose to race Minibikes as well as (or in some cases, instead of) motocross? The answer, every single time, was simply 'it's just more fun!'

And it's no hard task to see just why minibike racing can be so much damn fun. The first Pro race of the weekend – and my first glimpse into minibike racing at this level – had burst into chaotic existence and from this spectator's perspective, for lack of a better word, it was mental!

The full gate of minibike warriors had rocketed around the first turn of the Kieradan Park track and from this point on it appeared to be an all-out war. There were bikes and bodies everywhere and carnage was rampant as the racers tackled the tight and twisty circuit – the perfect battle arena for minibikes...

But don't be fooled the track also had the heart-in-the-mouth, butt-clenching fast sections and big ass jumps that only the truly brave – or

HEROES!



Words by Max Hind
Photos by Harry Lessman

stupid? – dared to attempt. The competition was fierce throughout the field with battles and bar banging aplenty from first to last places.

One observation of this anarchy of awesomeness was just how physical the racing was – even more so than motocross! These minibike pilots really had to muscle their way around their adversaries in order to make a pass. Which, when added together with the very small margin of error that goes with the use of the such small wheels, more often than not resulted in one (or both, or even more than that) hitting the dirt!

However unlike motocross when this occurs (as it so often did) it seemed not to be the end of the world. Over the entire course of the weekend I witnessed only one crash that had cause for concern and required the assistance of medical staff. Which makes you think that minibike racing must be somewhat safer than

racing full-sized bikes. The rest of the weekends crashes – and there were a lot – saw the pilots quickly remount and for the majority of the time just laugh it off.

Don't get us wrong, these were certainly not a group of novice riders struggling to stay upright. These were highly skilled dirt bike riders – the best minibike racers in the country. And it showed. The front runners were certainly hauling ass and they most definitely were all in it to win it. Resulting in some epic racing from the mini machines – maybe the best things do come in small packages...

I was hooked. I had caught minibike fever and I couldn't wait for more! And I wasn't disappointed, over the course of the season I most definitely got my fair share of hits to fuel my minibike addiction.

Once the Bucci Moto Northern Minibike National concluded the scene moved south to

Sussex for the Bucci Moto Southern Minibike National. As rain lashed down through the summer and dirt biking events all over the country were cancelled (including the Maxxis) the minibike community toughed it out to crown a second set of national champions. Now that the Bucci Moto Nationals were done and dusted the UK's minibike community could move on to their premier series – The Skye Energy Drink Minibike British Championship.

This series would run eight rounds over the course of four weekends from May through to September. And at the end of it all we would have a class of British Minibike Champions.

As soon as the gate dropped for the first race of the series we knew we were in for one hell of a show – in every class! The specially built Champs Park venue, near Kettering, proved to be not only an extremely picturesque location

>>

BOLT FROM B

110 dirtbikeriden

THE LUE!

Words by Future7Media
Photos by Matthijs van Roon,
Peter van Dijk and Tristan Soerodimedjo



FOR 2015 YAMAHA HAS COME OUT OF NOWHERE
TO SHAKE UP THE WOODS RACING WORLD
WITH ITS ALL-NEW WR250F...



A1 SAUCE

The tastiest tidbits from Anaheim as the Monster Energy AMA Supercross series kicks off in California...

Each and every January off-road fans from around the world all focus on Anaheim in California as the Monster Energy AMA Supercross series fires into life. And it's exactly the same in 2015 as everyone waits with bated breath to see who'll win the season opener.

With reigning supercross champ Ryan Villopoto focusing on the GP scene in 2015 and former champ James Stewart suspended from competition by the FIM, it would seem that this year's series will boil down to a battle between another former champ Ryan Dungey and a pack of SX title hungry youngsters lead by Ken Roczen, Eli Tomac and Justin Barcia.

Anaheim 1 typically chucks out a surprise or two and the 2015 edition is no different. While you could say that an uninspired ride by Ryan Dungey to fourth is no real surprise at all you wouldn't expect Eli Tomac to end up down in 20th, one place behind Monster Energy Cup victor Davi Millsaps? Thought not...

At the sharp end of the pack it's RCH Suzuki's Ken Roczen who takes first blood

in an absolutely dominant display. The 2014 outdoor champ is chased home by current 250 West Coast SX champ Jason Anderson who in the process puts a Husqvarna on an SX podium for the first time in about 20 minutes (Zach Osborne actually broke the Swedish brand's un-podium streak that had stood since 1976 just prior to the 450 final) and Team Honda's Trey Canard.

In the 250 West Coast clash it's TLD KTM's Jessy Nelson who earns his first major career victory beating Osborne who had cracked a thumb in a heat race run-in with Pro Circuit's Tyler Bowers who takes home third place in the main event. Factory KTM's Justin Hill and SX rookie Aaron Plessinger round out the top five.

From Anaheim the series heads to Phoenix in the state of Arizona before starting a relentless tour of the US nation that'll visit Anaheim twice more before wrapping up in Las Vegas on the first weekend of May. While the rest of the series will definitely garner plenty of attention, at no other time will it seem quite as magical as at the Anaheim series opener...

Photos by Frank Hoppen

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